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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XII • NUMBER 2 • NOVEMBER/DECEMBER • 1993

BUICK
1937  1938

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The 9th Cylinder

Victor Lane, an American living in Wales, U.K. sent me a nice letter about the article two issues back on Testing Used Cars. The article was based on a June, 1939 Consumers Union report (which Victor also has). Victor says he has his doubts about its usefulness in testing our antique cars.

"I should think that none of the ailments for which tests are suggested would be the sort of fault to discourage an interested collector. Mechanical problems are, by and large, the easier ones to solve, especially those these tests are designed to show up, and given the availability of '37/'38 Buick replacement parts. Not that one wouldn't be glad to find an old car with few or none of those problems, but I think I'd spend most of my examining time looking for metal or wood rot, bits that are missing or replaced by the wrong bits, and signs of really serious accident damage. Personally, I'd sooner face a full engine rebuild and a clutch replacement than an interior full of wrong or missing hardware and instruments".



Victor is restoring a 1937 McLaughlin Special Phaeton Model 40x (exported car) with a Maltby "Redfern Saloon-Tourer" body. *Victor, please send a photo of your car when it's restored and I'll put it in the Torque Tube!*

The local TV station just showed Woody Allen's movie "Radio Days." There's a 1938 black coupe and a Special 4 door sedan Model 41 shown in this film. The sedan is used by a man to take a girl on their first date. They park and turn on the radio. There's a close-up of the radio's knobs, dial, speaker grille and SPECIAL map light cover. They even put a light behind the speaker grille to give it a dramatic effect.

Recently the local Northern California chapter of the BCA held a patio picnic at the home of **Bob Hamro** (#775). One of the most interesting Buicks there was a very original 1938 Model 41 owned by **Melvin Dillard** (#1011). The car's firewall ID tag lists a paint number of 522 (Corot Beige) and



FOUNDED IN 1980 BY DAVE LEWIS



a trim number of 400 (Tan Bedford Cord). Corot Beige cars had Bugatti Red wheels and Mel's car had the original wheels including a near mint spare. There are no paint chips for the wheel colors, so I was excited to see what Bugatti Red really looked like. It is a terra cotta/rust color like that of a brand new brick.

Thom Schuttish (#6) is restoring a 38-66S and is painting it Corot Beige with Bugatti Red wheels. He wrote an article on "Bugatti Red Revealed" in **Vol. X, No. 5** of the **Torque Tube** and came to the same conclusion without ever seeing an original wheel. He had his local DuPont dealer mix Bugatti Red using the number 20265DH.

Well, we're now in the Holiday Season with Christmas fast approaching. An unusual gift might be this 1989 postage stamp from Sierra-Leone in Africa. It features a 1937 Roadmaster Model 91 all wrapped up in a Christmas bow.

We are just starting our new publishing year which runs from September, 1993 to September, 1994. As of November 1, nearly 200 members have not renewed. Many have probably forgotten, so I will mail them a reminder letter. Our membership is now at 280, down from 460. I'll keep you posted on how we're doing membership wise.

Harry



TORQUE TUBE

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COVER CAR

This beautiful wintry scene shows a 1937 Special Four Door Trunk Back Touring Sedan snuggled in next to a cozy Nova Scotia home covered with snow. The rather chilly looking car belongs to **William Murray (#950)** and from the looks of it he did a great job in shoveling out the driveway.

• MEMBER PROFILE •

By Art Benton (#995), San Jose, CA

Art Benton (#995) is restoring his beautiful black 1937 Century Touring Sedan Model 61. The car came from the factory with sidemounts (6 wheel jobs), hence there is no trunk shelf. Buicks with plain fenders (5 wheel jobs) had a trunk shelf with the spare tire below it. Here is Art's story.

"If you had ever, as a child, spent 3 weeks on a farm with no electricity, running water or soap (soap was for the bath at the creek), you would remember what took you there.

My stepfather to be was our transportation....in a brand new 1937 Buick Century! Boy, would that car go!!! (And they still do!). The memory of that Buick was indelibly imprinted in my mind.

Needless to say, when I started to think about an old car, the kind didn't take much thought. Not that it was our first one, the first was a '56 T Bird, then a '37 Ford. Later on an ad in Cars & Parts for a '37 Buick Special in Dayton, Ohio caught my eye. After sending for some photos, my wife Peg and I flew to Dayton and bought it. We drove 260 miles the first day to Youngstown, Ohio. After one week of daily

driving, we decided it could make California. IT DIDN'T!!! We drove 90 miles and lost the water pump. We returned home and four months later we finally found someone to haul it to San Jose. It took a couple of years of restoring and painting the Special before I was satisfied.

Then, two days before Christmas in 1983, I just happened to see an ad in the newspaper for a '37 Buick Century. Now that was a REAL Buick

For those of you that have surprised your wife with a new purchase know all about the timing of buying another car, especially a few days before Christmas. Wives don't think the same as we do in these matters. I think she finally looked at it 5 months later.

The '37 Special and the other old cars were sold. I retired and finally had time to restore my dream car. New front end, steering rebuilt, months of sanding and finally a new paint job. My friends say the black Century sure looks good. I drive it 5 or 6 days a week now. Upgrading continues

and so does my fondness for '37 Buicks" You can see more of Art Benton's big beautiful car on the back cover of the Torque Tube.



BIG, BOLD, BEAUTIFUL BUICKS

By Charles Jekofsky (#524)



These photos were taken at the ALL BUICK SHOW in Calverton, MD. last August. Here we see **Andy Diem's** (#852) all original Coronary Green 1937 Special Phaeton Model 40C. Even the top is original and has always been in the UP position since the car was new! (We featured this remarkable vehicle in the article "Mrs. Sloane's 1937 BUICK" Vol. IX, Number 6 in April, 1991.) Coronary (dark) Green is identical to the '38 color Van Gogh Green. They both have the same Duco part number! Other members who displayed cars not shown in these photos were **David Bylsma's** (#117) 38-66C, **Von Hardesty's** (#964) 37-66C and **Charles Jekofsky's** (#524) 38-61.



This beautiful black 37-46C belongs to Vince Pullara. He bought it just two weeks prior to the show. Oh! Saint Nicholas! Here's my shopping list. Can any member tell us how many of these beauties are still out there?



Here's **George Cranford's** (#202) long, black 1938 Limited Model 90.



This restored Samarra Beige '37 Special Convertible Coupe 46C belongs to **Karl Anderson** (#47). Karl, in his 70's and doing most of the work, took three years to restore the car! What gorgeous red leather upholstery and wood grained dash. Everything is right including painting the ash tray, map light cover, steering column and radio face plate Marsh (dark) brown.



NORWEGIAN NOTES



M eet one of our new member **Lars Gulliksrud** (#1014) from Oslo, Norway with his black 1937 Century 4 Door Sedan Model 61. Curiously, Lars got into the old car hobby about 20 years ago when he bought a 1929 Nash.

That didn't work out well, so he sold it and bought this 1930 Chevrolet and started restoring it. Restoring a car in Norway always takes a lot of time because of the bad weather and difficulty in obtaining parts, so a friend loaned Lars his 1938 Buick Special Sedan. At that time a 1938 car was a very modern old car in Norway. Lars finally finished the Chevrolet and enjoyed it for many years. But the Buick's power and nice lines were always there, lurking, in the back of his mind.

Lars looked at every '37 and '38 Buick that was for sale, but he only found two Centuries, a '38 and '39. Both were in bad shape, so he

looked in Hemmings and found a '37-61 for sale in Virginia. The car looked great in the photos he received and the restoration description was just like he wanted. Transportation was arranged and 4 weeks later, he went down to the dock to pick

up his car. What a shock! For a few minutes he thought it was the wrong car. It was dirty, the battery was dead, it had the wrong front seat, the trunk door was damaged, the fender was scratched, the shocks were disconnected, the front suspension was shot, the master cylinder was leaking and the motor vibrated badly! Lars, was stunned by this disappoint.

Last winter Lars corrected most of the problems. He thought a new pressure plate would correct the vibration. It reduced it but it's still there, especially between 40 and 50 mph. Does anybody out there have any suggestions on what his problem might be?





At the end of summer, Lars took his 79 year old father, wife and two young daughters to a meet or "rally". There were over 180 old cars there which is a lot for Norway. Some cars and vendors came from Sweden and Denmark. Some even came from as far away as Germany!

An interesting historical side story to all this, the Germans had been to Norway before, in 1940. But they weren't invited and they didn't bring old cars. One of the German "visitors" was the heavy cruiser Blücher transporting 900 soldiers. It sailed up the Oslo fjord early on the morning of April 9th. But a Norwegian fort was ready and waited until the Blücher got within

point-blank range. Then at 0522, searchlights illuminated the ship and the shore batteries opened fire. By 0730 it was all over. The Blücher heeled over and sank. She is now resting upside down 90 meters (300 feet) below the surface and leaking oil badly.

Lars has been over the wreck and said you can see and smell the oil coming up to the surface, polluting the Oslo fjord. The biggest fear is that the ship will break up and cause an environmental disaster like the Exxon Valdez.

So compared to this, Lars's problems with his '37 are real, but manageable.

NYHETER

Godt over 1000 tonn olje i «Blücher»

«Blücher» inneholder trolig ti ganger så mye olje som «Arisan» slapp ut. Veritas ventes å bekrefte tidligere anslag.

CATO GUNNEFELDT

Mye tyder på at tidligere beregninger av oljemengden i den sunkne tyske krysseren i Drøbakskanalen

er noe mindre riktige, det vil si at rundt 1200-1400 tonn. De nordnorske kysten. Det nordnorske kysten.

Skulle «Blücher» knakke, regner vi med at en tydelig oljeforurensning vil bli sett, sier overingeniør Odd Arne Pålsson ved Statens forurensningsmyndighet i Oslo.

I så fall kan det i første omgang komme opp til rundt 150 tonn olje. Det vil være betydelig mindre enn det som ble anslått tidligere.

Fire tusen tonn i Det norske Veritas arbeider nå på å finne ut hvor mye olje som er i «Blücher».

døde og 1000 ble tilgripet oppryddingen kostet 34,5 millioner kroner.

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fanger av olje i «Blücher» etter sommerens undersøkelser med minirobot, videokamera og akustisk sonar. Veritas forventer også å se på ut med noe salt.

Forligning opplysnings fra Veritas går ikke ut på at de gamle beregningene ikke var så gode ut, sier Pålsson. «Blücher» hadde 100 tanker, for svært ulike størrelser, for svært ulike typer varer.

En god del var ferskvannstanker, andre var oljetanker. Men sjømannene i «Blücher» hadde ikke noe med seg, sier Pålsson.

Det var ikke mulig å komme til alle tankene på skroget i «Blücher». Det skyldes bl.a. måten vraket ligger på, delvis borte i berg.

Vi oppdaget endel nye skader på skroget i form av sprækker. Vraket har dessuten lagt seg litt mer på siden enn tidligere, forteller prosjektlederen for undersøkelsen i Veritas, Jostein Jacobsen.

Han bekrefter at det ligger mye olje rundt skipet. Men har sett videokameraer av søkersjøttinger, kanaler, søyler, hardtjørner, bjelker, gravatur og annen utrustning. Det er også utrustning.

—Først når de endelige tall over oljemengden i «Blücher» ligger på bordet, vil vi drøfte om det er mulig å hente ut noe mer olje.

Det kan komme på 100 millioner kroner, men dette er en estimert verdi. Det kan være å skjelpe beregningene i området, sier Pålsson.

SEKJEDETIMEN: «Blücher»s oljeforurensning i Drøbakskanalen 9. april 1940. Etter to dager med søk og prøver av Riksforvalteren, sank skipet ved Akershuskysten i Drøbakskanalen 9. april 1940. Etter to dager med søk og prøver av Riksforvalteren, sank skipet ved Akershuskysten i Drøbakskanalen 9. april 1940. Etter to dager med søk og prøver av Riksforvalteren, sank skipet ved Akershuskysten i Drøbakskanalen 9. april 1940.

KOMPARISON KORNER

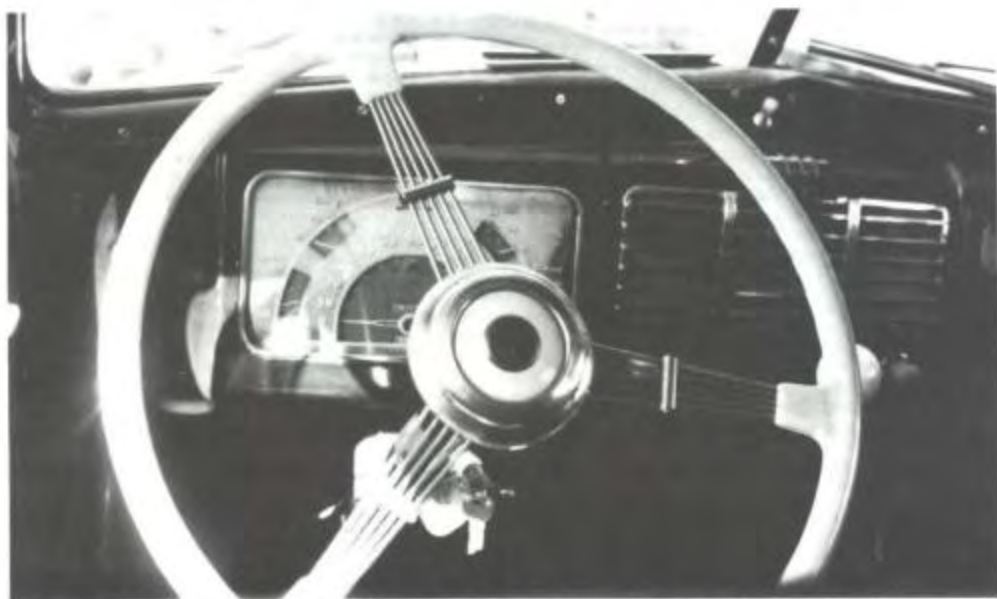
By Harry Logan (#651)



Most 1937 Buicks had this banjo steering wheel with straight wire spokes. The horn ring was introduced this year and Buick touted it in their advertising, calling it the "New Safety Horn Control." Buick claimed: "The device makes it unnecessary to ever remove either hand from the wheel. It leaves both hands free at all times, for safe control of the car." The 1937 horn ring was not as much an improvement as it might have been. Because the ring was located on top of the spokes, it was easy to sound the horn accidentally when turning a corner as your forearm passed over the ring.



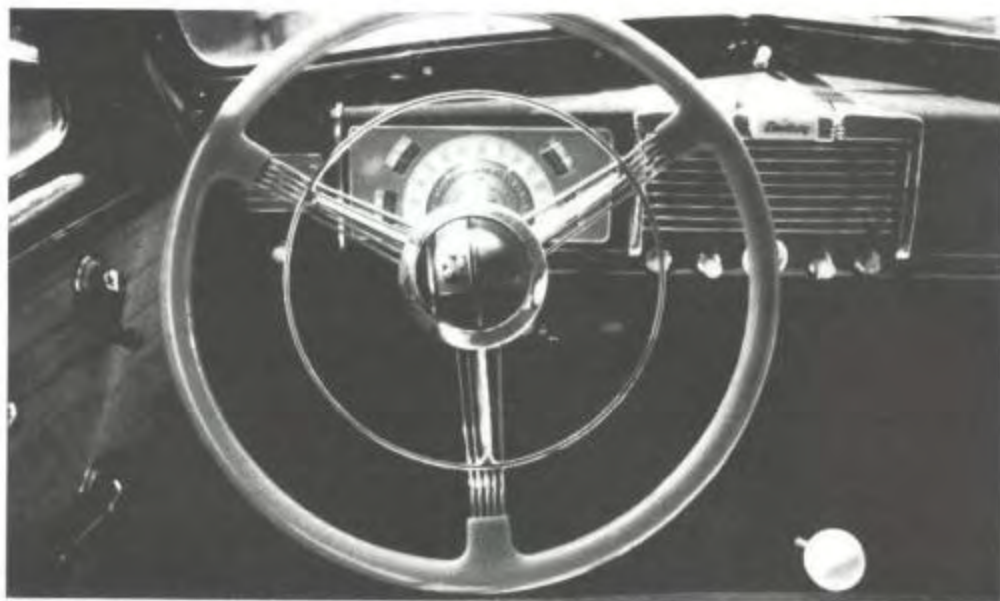
The 1937 horn featured a chromed outer ring, ivory colored plastic insert and a chromed disc with the Buick Eight & Crest in the center of concentric rings.



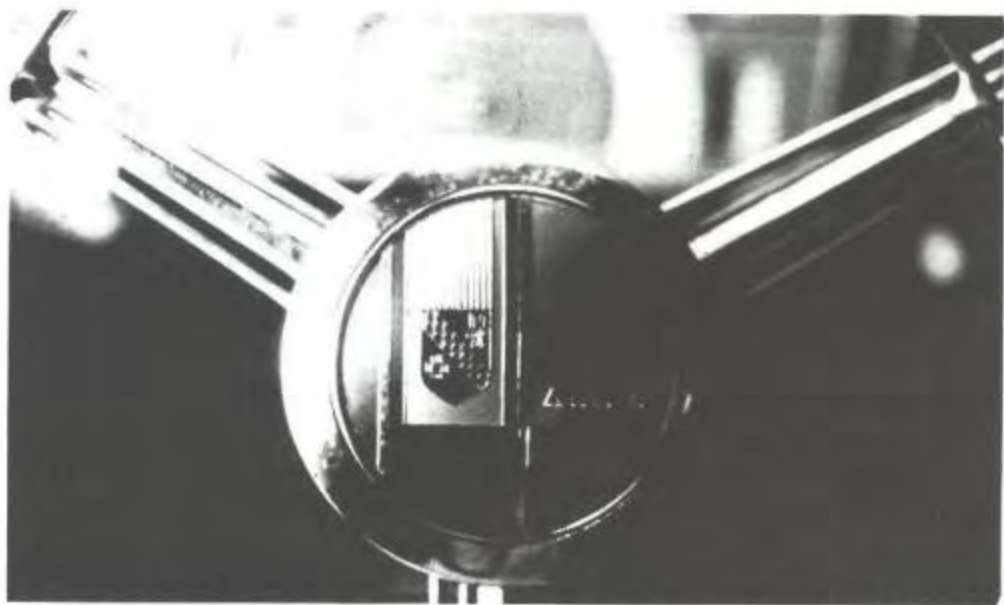
*Some early 1937 Buicks had 1936 Steering wheels without the horn ring. This ivory 1936 wheel has the 1936 horn button with the word BUICK on a black background. It wheel is on **Art Benton's** (#995) 1937 Century Model 61.*



Here's another early 1937 Buick Century with the 1936 ivory wheel. It has the standard 1937 Buick horn button as shown in the close-up photo. I have also seen early Specials with this identical wheel except the rim and horn button plastic ring were black instead of ivory. Note the 1937 Century stainless trim strip on the door window garnish molding. 1937 Specials have the same woodgraining, but without this trim strip.



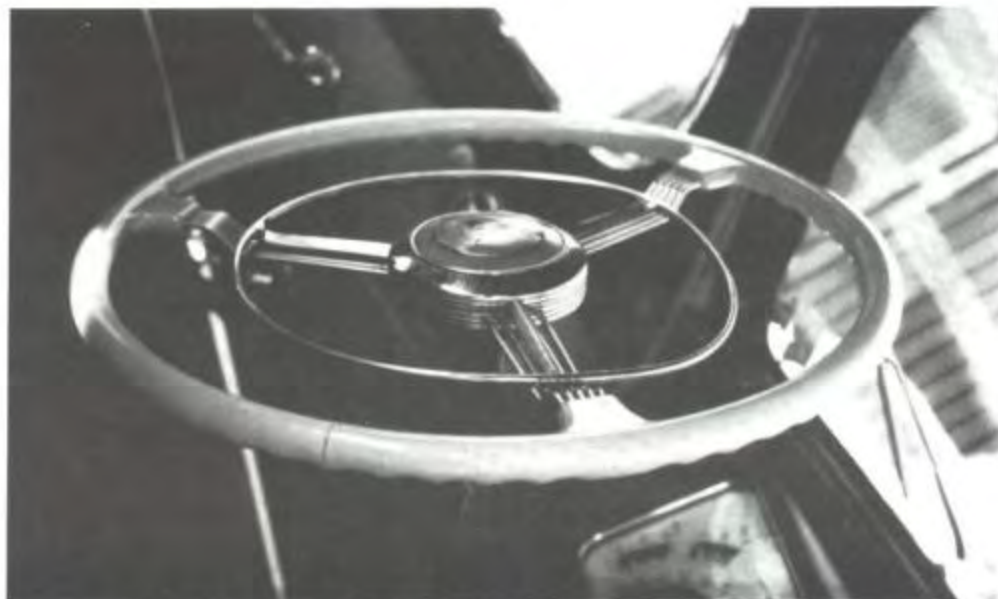
The '38 banjo wheel had a dip of about 1" (2.5 cm) in the spokes so that the driver would not accidentally hit the horn ring when turning the wheel. '38 Special's had an ivory colored wheel while the Big Series cars used a mahogany wheel. Automotive plastics in the 30's did not last the long duration into our current era. That's why every original wheel I've seen had cracked plastic which is why most wheels we see today have been re-cast. Most owners of Big Series cars think the ivory colored wheel is more attractive than the mahogany wheel which is why you rarely see a dark wheel anymore. The ivory steering wheel matches the map light cover and gear shift lever knob, a nice looking combination.



The 1938 horn button's most dominant colors were painted in black and fine metallic gold with two vertical chrome stripes and a chrome edge ring. The rest of the Buick crest and the word "BUICK" is trimmed in chrome. The 1938 crest was painted with the typical blue and red background.



Some 1937 and 1938 Specials used a three spoked hard rubber wheel. This wheel is on an original '38 Special Model 41. The wheel appears to have been painted taupe (tan) to match the instrument panel and ash trays. Most of the paint has now peeled off, revealing a dark rubber core. The horn button is similar to the banjo wheel's button without the outer wide chrome ring. 1937 hard rubber wheels were identical except they were painted Marsh (dark) brown to match the steering column, map light cover, radio face plate and ash tray. Again, the horn button was similar to the banjo horn button but without the wide outer chrome ring.



Here's a 1938 wheel with a 1937 horn button. I've seen this combination on both 1937 and 1938 Buicks. A '37 owner might use a '38 dipped wheel to prevent accidentally sounding the horn, but I can't think of a good reason why a '38 Buick would have a '37 horn button.

THE LEARNING EXPERIENCE

By Greg Marshall (#148)

The year was 1971 and I had been out of the Marine Corps for about a year. I had spent my last 2 years stationed at the El Toro Air Station in Southern California. Being a lifelong car nut, this location gave me many chances to see old cars, hot rods and muscle cars on almost a daily basis.

I had gone to work for some friends in their auto shop as a mechanic and one of our customers brought in an old crusty 1937 Buick Century Coupe for us to get running. Then he was going to restore it.

One day, the customer and I were having a beer at a local bar and I asked if he would sell the coupe. At first he said no, but several weeks later he needed some money and sold it to me for a surprisingly low \$250. (1971)

The car was in pretty good shape with only a slight amount of rust on the trailing edge of the trunk. It was complete with all the trim and even the opera seats. It had a 1941 twin carb set-up on the original engine. The engine was free, but the starter didn't work. As far as we could tell, the car hadn't been run for some time. The gas tank smelled like paint thinner. I really didn't have the time or money to start in on the car and didn't have any idea a Buick Club even existed.

So the car sat at the shop for awhile, at a friends storage yard awhile longer and finally when I bought a house in 1976, it got towed there. By that time I had traded the original engine and transmission for a 1959 Pontiac V8 and transmission. Then I traded that for a newer small block Chevy V8 and transmission!

I used our 2 ton tow truck to pull the straight 8 out of the car and it nearly lifted the trucks front wheel off the ground! Talk about a boat anchor! Anyhow, about this time I heard about the Buick Club and joined.

My first "learning experience" was never store an old car with hard to find trim pieces in open storage! Through all the sitting and and

moving, various parts ended up missing. After I joined the Buick Club, I found I was having second thoughts about street rodding the car, but I decided too much had already been done to turn around.

I modified the front spindles to accept Camaro disc brakes and cut one coil off each front spring to give the front suspension some travel. The springs were designed for the weight of the original engine. The Chevy V8 didn't even phase them.

My next "learning experience" was that 1937 Buicks don't have camber adjustment. Cutting the coil changed the geometry of the front suspension too much to be able to drive without camber adjustment, so back I went to the drawing board!

Along about this time I was well into a full restoration on our 1951

Buick Super Estate Wagon, so I put the '37 aside to finish the wagon. When I got back to the '37, I decided to install a front sub frame from a '69 Chevy Nova. This instantly solved the spring, alignment and future parts problems. Everything from the firewall forward is '69 Chevy Nova, the frame, suspension, power steering and power disc brakes.

This "learning experience" was a pleasant one. I also installed a 1982 Buick V6 engine with 350 turbo transmission to make it a Buick again. The car has a Camaro rear end and leaf springs. In 1991 I got the body work finished and the car painted GM Deltron white. I've installed Toyota bucket seats in the front with a split fold down Toyota rear seat in the back.

I know some club members would probably cringe at what I've done and if I had it to do over again, I would probably have left the car stock, but this project started years ago before I really got involved with old Buicks. Plus I am planning on this car being a daily driver as much as possible, so dependability is a must.

**TO
MODIFY
OR
NOT
TO
MODIFY!**

POSTCARDS FROM THE PAST

By Harry Logan (#651)



This postcard shows a 1937-80C at a motel in Palm Springs, CA. The postcard was mailed to Albert Lea, MN. on January 11, 1948, so the photo was probably taken in 1947 when the car was 10 years old. The car looks almost as light as the Spanish style motel. There were no '37 colors this light, so this car must have been repainted. Another indication of this are the dark wheels. 1937 Buicks came from the factory with the same body and wheel color.



This beige 1938 Phaeton postcard comes from Falkenberg, Sweden. The car is either a Special or Century because of the BUICK emblem on the sidemount. The Roadmaster and Limited do not have this emblem. Note the European style turn signal just behind the sidemount. We have two Swedish members. They both own phaetons. A 1938-80C owned by **Mat Ahrin** (#786) and **Leif Lundin** (#933) a 37-60C.

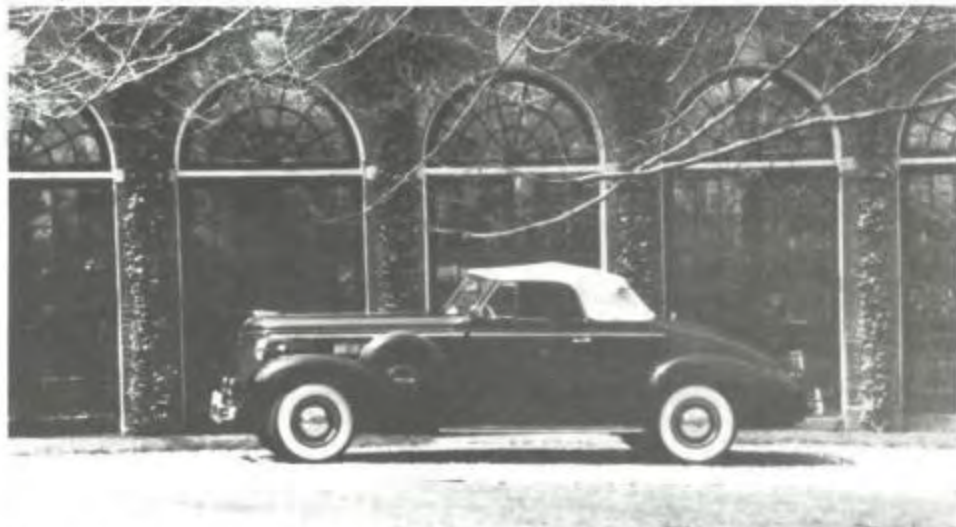


This 1937 Century 4 door slant back sedan Model 67 is shown in a Buick publicity postcard. It was mailed to potential buying customers and gave them a telephone number with the incentive to call for a "Personal Demonstration".

'37 vs. '38 CENTURY CONVERTIBLES

By Harry Logan

If you were to ask club members what car they would buy if they'd just won the lottery, I'd bet most would say either a 1937 or 1938 Buick Century Convertible Coupe Model 66C. We'll take a look at these two great beauties and dream on.



*This beautiful maroon '37-66C belongs to **Von Hardest** (#964) of Arlington, Va. The photos of his car were taken at Dumbarton Oaks in Washington, DC. Dumbarton Oaks is the former Bliss estate overlooking Georgetown and the Potomac River. This was the site of the World War II conference that organized the United Nations. Today it is owned by Harvard University and houses their Byzantine Studies Center. Von's wife Patricia is a librarian there.*



For tourists, Dumbarton Oaks is known for its elaborate gardens. When the Bliss family lived there, they employed 30 full time gardeners!

'37 vs. '38 CENTURY CONVERTIBLES



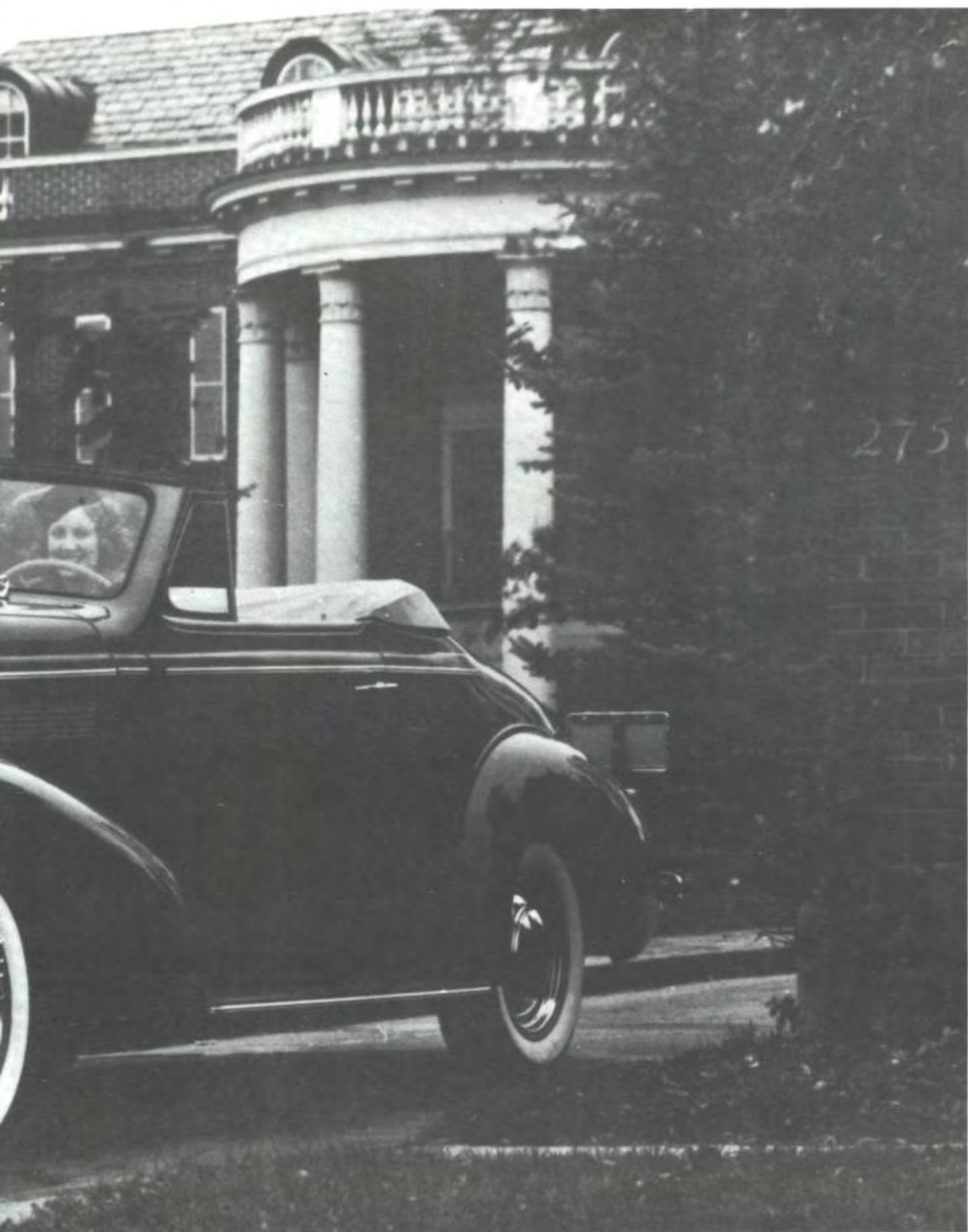
About 5 years ago, my son came running into the house yelling "Dad, Long's Drug Store is raffling off a '38 Century Convertible Coupe". I entered the raffle but had no luck. The car was won by a retiree in Grover City, CA



Gil Raney (#756) had always wanted a 1938-66C after spotting one at an auction years earlier. Gil tracked down the new owner and purchased the car. He then had our Club Founder, **Dave Lewis** (#237) of Dave Lewis Restoration in Springfield, IL, restore the car. Gil recently sold the beautiful beige Century to **Gary Glazier** (#1005) of La Cresenta, CA.

So take your pick. Which would you choose?





Two Centuries In Love

Harry Logan (#651)



These two Centurys, side by side, look as if they are in love with each other. Actually, I think it's me that has fallen in love with a beautiful Bottocelli Blue 1938 Century Model 61 Trunk Back Sedan owned by **Al Lovi's** (#994). This car was originally purchased from Howard Buick in San Francisco. Al, who once owned a deli in San Francisco, remembers this car being driven by one of his former customers.

In the early 1980's, Al purchased the car after the death of the original owner. He keeps it

at his 80 year old mother's house in South San Francisco. She must be a very religious lady as the car is protected with pictures of saints and angels covering the seats. I once had to remove these in order to back the car out of the garage!

Al has used the Century in all his children's weddings. Now his grandchildren accompany him to car shows and help him polish it.

My little coupe feels right at home sitting next to such a fine example of automotive history. Al, you have a very beautiful original car!

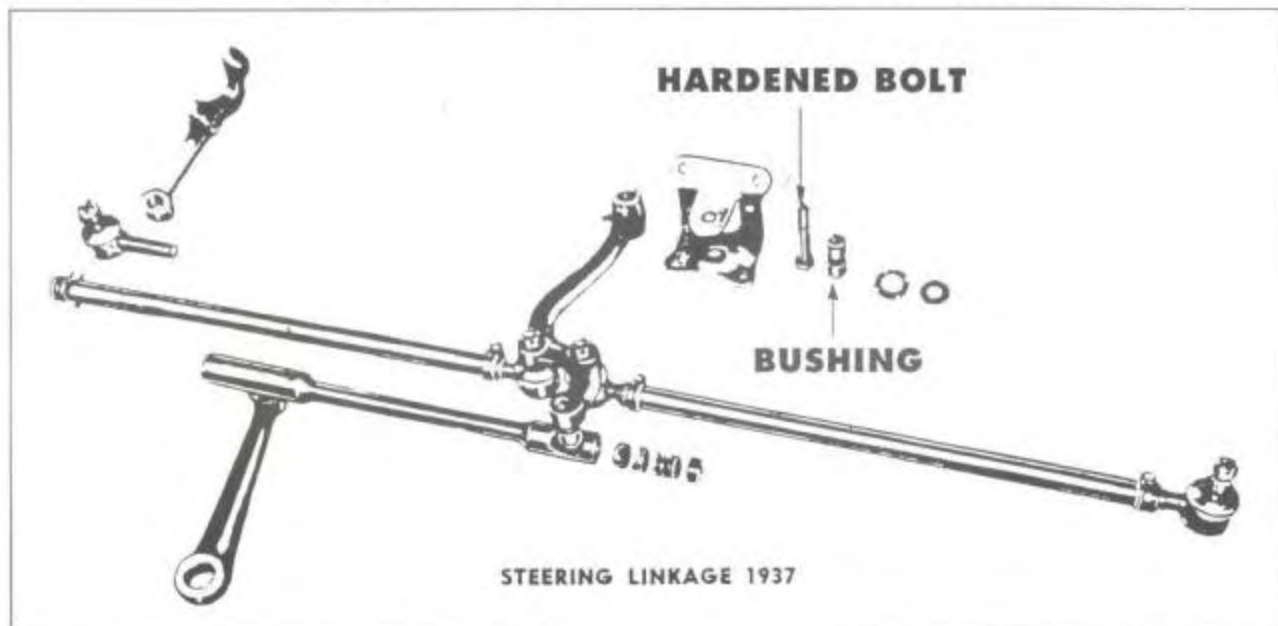
NOTE:

Recently, I reviewed some early issues of the *Torque Tube* and found that there are many good technical tips that would benefit our present members. I plan to include one or two of these earlier tips, starting with Volume I, in each issue together with recent tips members send in.

Technical TIPS

WORKING ON THE 1937 BUICK STEERING LINKAGE

This tip is from Volume I, Number 2 - By Dave Lewis (#237)



The part that usually wears out is the center bushing. The bushing is something you can make or have your local machine shop make. It's very simple. You can buy the bronze bushings and a hardened bolt. Most bearing

stores sell the bushings by whatever size you want. Swap meet vendors years ago used to sell the kit to repair this bushing. It was *Moog Kit, part #8224*. I haven't seen these in years, but maybe you'll be lucky.

WATCH OUT FOR TRUNK WIRE SHORTS

By Harry Logan (#651)

Recently, I took my wife out for a ride and supper in my 1938 Century coupe. It was daylight when we arrived at the restaurant, but nighttime when we left. The car started OK, but the headlights would not come on. Then I heard for the first time the clicking of the thermal switch indicating I had a short somewhere. I managed to drive home with only the fog lights, no headlights or taillights. This was not an enjoyable ride home as I could not see well and people were always flashing their headlights at me.

But luck was with us and we arrived home safely without incident. The next day I found the problem. Opening and closing the trunk over a period of years had worn off the insulation on the license plate light wire that travels from inside the body over the gap and into the trunk lid. It was touching the body when it enters the lid causing a short circuit.

So check this wire the next time you open the trunk. You may need to put an insulating sleeve around the wire. It just might save you an embarrassing evening.



UPGRADING 1937 AND 1938 40 AND 60 SERIES BRAKES

By Bob Pipkin (#76) - This tip is from Volume I, Number 5.

(Ed. Over the years, Bob Pipkin has owned 25 1937 and 1938 Buicks. He sold his last one, a 1938 Century Model 67 several years ago and is now working on a 1954 Skylark)

**All of these modifications have worked for me.
They require no special tools or machine work,
just bolt them on.**

1. Giving your 1937-1938 Buick Series 40 a little more braking power is a matter of bolting on stock components. Use all four brake drums, shoes, springs, retainers and backing plates from a 1937-1938 Series 60 Buick. This change will increase your brakes from 1 3/4" to 2" wide.

2. By using 1940 Series 60 or 70 brake components on the 1937-1938 Series 60, you can increase the brake width from 2" to 2 1/4". Use the drums, backing plates, springs and retainers to match the wider brake linings from the '40 Buick.

If you really want to go for bear on both the 1937-1938 Series 40 and 60, go this route:

3. I use the complete brake assemblies from 1941-1949 Series 60 and 70 Buicks including the front hubs and spindles. This gives 2 1/4" brakes front and rear and an added bonus of larger front outer wheel bearings. The larger front wheel cylinders from a 1942-1949 Series 40, 50, 60 and 70 work well on the 1937-1938 Series 40 and 60 Buicks. Use them in pairs of course. You will find them much easier to locate than the 1937-1938 style.

NOTE:

Addition information on upgrading your
WHEEL CYLINDERS .

(Originally from June 1990, Vol. VIII, Number 8, Page 15)

NAPA PARTS has what you need for the upgrade BUT make sure you match up the REAR units so the Brake Line comes into the CENTER of the unit, not at an angle like the FRONT units.

These NAPA PART Numbers should do the trick:

FRONTS: (L & R) #7536 & 7537

REARS: (Same For Both Sides with Center Brake Line Feed) #6092

WHEEL CYLINDER KITS: Rear #21, Front #35

MASTER CYLINDER KITS: #3

REPLACEMENT MANIFOLD STUDS

By Dave Lewis (#237)

Buick used a 2" stud with coarse threads into the head and fine threads outward.

I use **Dorman #675-003**. They can be purchased from most auto parts stores.

MAKING THE LICENSE LAMP PART OF THE BRAKE LIGHT SYSTEM

By Pat Moyer (#665)

I have a 1937-80C which like all 1937 Buicks has a license plate light that juts out from the trunk lid. I often wondered why Buick didn't include that light in the brake light system. Given that the tail light/stop lights on the right and left sides are rather small by today's standards, I decided to remedy that myself. I put a two-contact socket and a two-filament bulb in the trunk lid license plate light and ran a wire to the brake light line.

Now I feel a little safer knowing that the people behind me can really "see the light" when I hit my brakes!

(Editor's Note: This would also work on 1938 Buicks)



NEW Members

Art Boeltz (#1020)
3209 Apache Rd.
Pittsburgh, PA. 15241
38-41

Daniel Henry (#1021)
1815 Port Stanhope Place
Newport Beach, CA. 92660
38-46S

Richard Delgado (#1022)
400 S. West St.
Anaheim, CA. 92805
37-40?

C. Earle Theall (#1023)
29 West Branch Rd.
Weston, CT. 06883

Pedro Borda (#1024)
9297 Siempre Viva Rd. 45-282
San Diego, CA. 92173
37-46C

Keith Korbut (#1025)
16 Saffron Circle
Springfield, MA. 01129
38-41

John Buckley (#1026)
3 Third St.
Lexington, MA. 02173
James Lindberg (#1028)
17959 Hood Ave.
Homewood, IL. 60430
Kelvin Doel (#1029)
3 Haronui St.
Whangarei,
Northland
New Zealand
38-41 (under restoration)

Mick La Fevers (1030)
2019 N. Broadway
Poteau, OK 74953

Howard Andrews (#1031)
59 Buena Vista Ave.
Rumson, N>J> 07760

Pat McManigal (#1032)
223 Bellwood
St. Paul, MN 55117
37-90

Salvatore Cardile (#1033)
P.O. Box 802
Scranton, PA. 18501
37-48

Wayne Yonce (#1034)
3020 Red Mountain Heights Rd.
Fallbrook, CA. 92028
38-46C



Parts

WANTED

Parting 1937 and 1938 Specials, also a 1937 Limited.

The following list is just a portion of the available parts.

'37 Parts:

Large series transmission mount.....	\$ 25.
Headlight buckets.....	\$ 30. /pr
Headlights, complete.....	\$125.
Special sidemount fenders & hardware, no covers.....	\$500.
Trunk pan & wheel wells, no rust.....	\$100.
Heater.....	\$ 75.
Heater core.....	\$ 20.
Trunk lights.....	\$ 40.
Tail lights, complete.....	\$ 75. /pr
Fender lights with lenses.....	\$100. /pr
Bumper guards.....	\$ 10. /ea
NOS tail light lens.....	\$ 20.
Trunk lid, clean.....	\$ 50.
Limited side mount fenders with all hardware & 1 cover, rear fenders, tail lights, jump seats, vent windows, garnish moldings, radiator, 320 motor, sun visors, steering sector, hood vents, rear axles, front suspension parts and other miss. parts.....	\$750 takes all or will separate.

1938 Parts

Special air cleaner.....	\$ 40.
Defroster ducts.....	\$ 15. /pr
Buick Eight clock hole filler.....	\$ 15.

1937 & 1938 Parts

Special doors, no rust.....	\$ 50. ea
Special running boards.....	\$ 75. /pr
Trunk hinges.....	\$ 40. /pr
Special motor mounts.....	\$ 15. /pr
Special rear ends.....	\$ 75.
Transmissions.....	\$ 75.
Roadmaster dome light lenses.....	\$ 25.

All parts plus shipping,
please call before 9 pm CST.

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN. 55316
(612) 427-3460

Parts FOR SALE



Parts from 1938 Buick Special Model 41 4 door Sedan

Complete front grill.....	\$150.
Front nose with molding & hood ornament.....	\$125.
Complete hood with center molding.....	\$200.
Lower hood right side with hood hold down & molding.....	\$100.
Front bumper.....	\$ 75.
Rear bumper.....	\$ 75.
Front & rear bumper brackets.....	\$ 10. ea
Side molding.....	\$ 25. ea
Front license plate bracket.....	\$ 10.
Trunk handle assembly.....	\$50.
Hood ornament.....	\$10.
Gas Tank Door.....	\$15.
Rear view mirror.....	\$10.
Headlight ring.....	\$ 10.
Ashtray.....	\$10.
Horn center ring.....	\$ 10.
Inside door handles.....	\$ 5. ea
Inside window handles.....	\$ 5. ea
Window gears.....	\$20. ea
Antenna.....	\$10.
Sun Visors.....	\$10. ea
Windshield wiper arms.....	\$10. ea
Windshield wiper motor.....	\$ 35.
Complete heater Assembly.....	\$ 75.
Horns.....	\$20. ea
Rear coil springs.....	\$20. ea
Carb cable with knob.....	\$ 10.
Bright light switch.....	\$ 20.
Dome light lens.....	\$ 5.
Clock.....	\$ 15.
Four 15" Beauty rings.....	\$10. ea

Call between 5:30pm and 9:30 pm
CST, anytime on weekends
Large parts add 10% for handling

John Gillio (#1016)
15329 Ridgeland
Oak Forest, Il. 60452
(708) 687-43403



Parts

FOR SALE

1937 Buick 40 & 60 Series Used Parts

Oil filler cap.....	\$ 3.
Headlight Switch (no circuit breaker).....	\$ 6.
Assist Strap brackets.....	\$ 2. ea
Hood Handles, 1 fair, 1 poor.....	\$ 3. - \$ 2.
Door Handles, inside and out.....	\$ 5. ea
Window cranks.....	\$ 5. ea
Parking Brake handle.....	\$ 10.
Dome light (repro).....	\$ 5.
Dome Light switch cover plate.....	\$ 3.
Voltage Regulator.....	\$10.
Hood Ornament.....	\$ 6.
Gas Tank filler neck.....	\$15.
Window Frames	(Make Offer)
Speedometer cable.....	\$10.
Horn relay.....	\$ 7.
Instrument Panel Glass, needs cleaning.....	\$10.
Oil Pump.....(40).....	\$15.
Flywheel Cover (40).....	\$10.
Crankshaft Pulley (40).....	\$ 6.
Timing Chain Cover (40).....	\$ 6.
Rocker Arm Cover (40).....	\$15.
Engine side cover (40).....	\$10.
Breather pipe (40 & 60).....	\$ 7.
Manifold in & out (40).....	\$40.
Exhaust manifold (60?).....	\$20.
Timing chain (40).....	\$10.
Cam timing gear (40).....	\$10.
Pushrods (40).....	\$ 2. ea
Thermostat Housing (40 & 60).....	\$ 6.
Cylinder head (40).....	(Make Offer)
Crankshaft (40).....	(Make Offer)
Flywheel Gear (40).....	(Make Offer)
Brake and Clutch Pedal shaft (40).....	\$ 5.
Clutch and Brake pedals (40).....	\$ 5. ea
Floor plate between pedals (40).....	\$ 10.
Master cylinder (needs rebuild) (40 & 60).....	\$ 8.
Fuel pump (40).....	\$10.
Distributor (no cover..use for parts) (40).....	\$ 6.

EDITORS NOTE

If it's easier for you to place a phone ad,
just call and dictate it to me.
My number is (415) 941-4587
day or evening or leave it on my
answering machine if I'm not home.

Parts FOR SALE



(Continued from page 24)

Tail light (40).....	\$ 10.
Heater core.....	\$ 15.
Belt moulding set - no hood pieces & only one cowl piece (40).....	(Make Offer)
*Pistons & Connecting rods (40).....	(Make Offer)
*Coil Springs (40).....	\$15. ea
*Rear leaf springs (40).....	\$ 15. ea
*Front wheel backing plates (40).....	\$ 10. ea
*Tie rod (40).....	\$15.
*Front brake drums (40).....	\$15. ea
*Rear brake drum (40).....	\$15.
*Front lower spring supports (40).....	\$10. ea
*Front stabilizer bar (40).....	\$15.
*Rear Bumper - rough but straight (40).....	\$20.
*Rear bumper brackets (40 & 60).....	\$15. ea
*Front bumper brackets - one needs straightening (40 & 60).....	\$25. pr
*Trunk latches with handles, no key, slant back 40.....	\$15. ea
*Cowl to nose braces 3 pieces (40).....	\$15.

*Starred items sent UPS collect. Leo Amarantes (#105)
Can't ship heavy unstarred items 66 Haskell St.
Everything else 15%, \$3 minimum Fall River, MA. 02720
(508) 674-6633

1937 Grille, very good.....	\$300.
1937 60 Series, complete rear end.....	\$200.
1938 Grille, nice.....	\$180.

Dennis Klubertanz (#757)
W. 3676 E. Winesville Rd.
Porterfield, WI. 54159
(715) 732-4647

1937 Buick Special Parts For Sale

Spark Plug cover.....	\$45.
Water pump.....	\$20.
Trunk light for Model 47 Slant back sedan.....	\$45.
Fender lights and parts.....	call

Richard Gagliardi (#888)
1526 Pelican Lane
Vero, Florida
(407) 231-5205



Parts

FOR SALE

One pair of 1937 40 Series sidemount fenders. The fenders include all attaching hardware (fender frame braces, spare tire supports, nuts, and home made lock plates). No covers. The fenders are rough but solid with surface rust... \$750 obo.

One 1937 coupe tail light. Red lens is cracked, clear lens is missing, license plate holder is partially missing, rest in very good shape..... \$45. obo.
Shipping extra.

Keith Ladderud (#163)
21708 SE 291st St.
Kent, WA. 98042
(206) 85-BUICK

1937/1938 Series 40

NOS connecting rods (Globebearing in boxes - I have 16)\$18. ea.
Aluminum pistons .060 with pins\$125. /set
Headlight buckets, no dents or rust, sanblasted and primed.....\$100. /pr
1938 Bumper guard,.....\$30.
Right and left stainless trim molding for coupe doors.....\$35. ea
1938 Bumpers.....\$50. ea

Parts for Trade

1937/1938 Front Bumper brackets (straight). Trade for set of rear bumper brackets or purchase.

Ted Taylor (#792)
4554 California St.
Long Beach, CA. 90807
(310) 422-4528

1937 Buick Roadmaster Sidemount Fenders. No Covers.....\$300. pr
Shipping Extra

Richard Delgado
400 S. West Street
Anaheim, CA 92805
(714) 778-0200

1937 Buick Special 4 Door Sedan being converted to a street rod.
Parts for sale include the motor, transmission and rear drive train,
front and rear shocks, steering column, steering wheel and front seat.
Any reasonable offer considered

Jay Jennings
31 Bluewind Court
Sacramento, CA. 95838
(916) 923-5507

Parts WANTED



- Two frames with latches attached for rear vent windows for a model 47 or 67 Plain Back 4 Door sedan.
- Map light cover for '38 CENTURY
- Push button control unit for Motorola car radio Model No. 38522729 6 volt (Early Thirty's)

Bill Patterson (928)
P.O. Box 100
Placentia, Nfld
Canada AOB 2Y0
(709) 227-2340

For 1938 Special

- Driver side front fender (non-welled)
 - Driver side rear fender
 - Intake manifold
 - Valve cover
 - Any old pre-volume 9 Torque Tubes
- Mike Mansfield (#886)
6533 A Rudderow Ave.
Pennsauken, N.N. 08109
(609) 661-0171

For 1938 Buick

- Front Bumper Badge
- Frt. Bumper Ctr. sharks tooth guard
- Spare tire hold down

Buy or Trade

John Gillio (#1016)
15329 Ridgeland
Oak Forest, IL 60452
(708) 687-4303

CARS For

1938

Buick Special 41

One of the best original 1938 Buicks, 23,000 miles, original tags and decals. Always kept in heated garage. I purchased this car from the 85 year old original owner. Has original Gray paint. Everything original except new wiring harness and whitewall tires. This is a great driver, it could be driven across the country. Will mail photos.

.....\$12,500.



Art Sommers(#464)
PO Box 120
Allenwood, New Jersey 08720
(908) 938-2495

CARS For Sale

1937

Buick Model 46 Business Coupe

Repainted black, otherwise completely original. 100% complete. Strong driver as is or an easy restoration. Body and frame in excellent condition. Well maintained. Free winter storage available.....\$7,500.

Pete Brickhill (#867)

(401) 635-2667 (Evenings EST)

Rhode Island

1938

Buick Model 41 4 Door Sedan

With sidemounts, excellent condition inside and out. Runs perfectly. Black with white wall tires and radio. Must Move. Must Sell. Will Talk.....\$9,995.

Edward Moody

29 Hazel Street

Hollis, NH 03049

(603) 598-3430

1938

Buick Special Model 41 4 door sedan

Rebuilt Engine and Transmission.

New Wide White Wall Tires.

New Mohair Seat Upholstry. Good Runner.

Everything Works.....\$5,500.

Chuck Ash (#500)

211 Station Circle

Hudson, WI 54016

(715) 386-1294



1938

Buick Roadmaster Phaeton Model 80C

New blue leather upholstery, engine restored and detailed, drives beautifully. Car needs only dash restored, chrome redone and maybe a new top. Great tour car.

Jay Miller (210) 828-9500 TX.

(Editors Note: This car is pictured in the last issue of the Torque Tube and also in Volume X, No.7)

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- ★ Windshield Rubber
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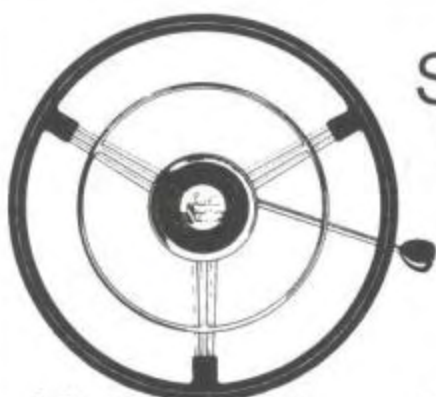
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1927
TO
1953

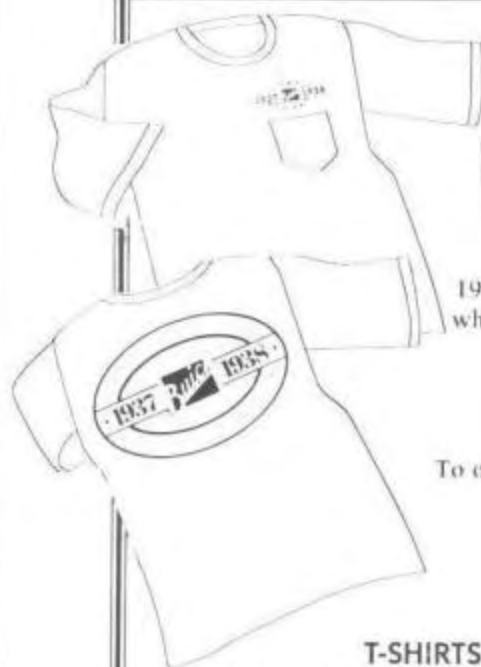
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All profits will be sent to our 1937-1938 Buick Club

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The *Route 66* watch is 23K gold plated and features an artfully designed dial with a 24 hour revolving road map. Each city from Bobby Troup's song, "Get Your Kicks on Route 66," appears in turn as it tells you the time.

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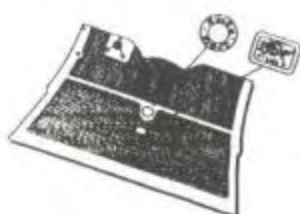
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1937-1938 BUICK

FRONT FLOORMAT
1937-38 Ser. 40-60
Black or Brown
FF-378.....\$175.



DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.70 ft.
Clip-in.....DW-80.....\$2.00 ft.

DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$1.80 ft

TRUNK SEAL-SEDANS. 1/2" Wide;
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TRUNK SEAL For COUPES. 9/16" X 1"
Sponge, TL-369.....\$2.00 ft.

CLUTCH and BRAKE PEDALS Series 40-60
Black.....CB-343BK.....\$5.50 ea.
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Brown.....CB-32BN.....\$8.50 ea.

PEDAL FLOOR SEALS: All Models
FS-375.....\$13.00 pr.

1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back..AP-37BK.....\$27.00
Brown.....AP-37BN.....\$29.00

SHIFT BOOT. 1937-38 Series 40 ONLY!
Black.....SB-348BK.....\$ 9.50
Brown.....SB-348BN.....\$10.50

TIE-ROD ENDS. 1937-38 Series 40
Left Hand THREADS. TE-371L.....\$27.00
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FUEL PUMP KITS; SER. 40 FK-24.....\$25.00
Series 60-80-90.....FK-116.....\$30.00.

CARB. KITS: CARTER.....CK-360C \$25.00
STROMBERG.....CK-37XS \$26.00

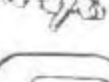
TORQUE BALL SEAL KIT. ALL MODELS
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1937 Ser. 40-60 Front Door VENT Window
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SUNVISOR BRACKETS For 40-50-60 Closed
Cars.....VB-370.....\$45. pr.

ARM RESTS (door) METAL BRACKET and
SPONGE not covered.....\$27. ea.

VISOR "VANITY" MIRROR. VM-369.....\$25. ea.



RUNNING BOARD RUBBER
MATS. 1937-38 Series
40 Only! Requires Some Splicing on Inside Edge.
RM-378.....\$425.00 pr.



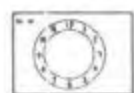
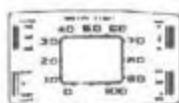
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All Models. ALL NEW MATERIAL!
4 Needed Per Running Board.
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HOOD REST PADS. 1937-38 6-8 Per Car.
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DASH GLASS. SILK-SCREENED on
Back of GLASS in COLORS as
Original.1937.....SPEEDO DG-37.....\$38.
.....RADIO.....RG-37.....\$23.
.....CLOCK.....CG-37.....\$28.
1938.....SPEEDO DG-38.....\$38.
.....RADIO.....RG-38.....\$23.
.....CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$ 6.
PLASTIC DOOR HANDLE and Window
Winder RINGS, HE-37(38).....\$ 4.



OUTSIDE DOOR HANDLE CHROME
and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALLATION TOOL.
\$20. Refundable if Returned Within
30 Days. DF-TOOL.....\$30.



1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL.....DH-381.....\$8.50



RUMBLE SEAT LATCH 1937-38
DL-368.....\$65.



MOTOR MOUNT, FRONT. All Models
ROUND PADS.....SP-338.....\$10. pr.
MOUNT.....MM-347.....\$28. ea.



FRONT END BUMPERS;
UPPER ALL.....UB-379.....\$ 5. ea.
LOWER.....LB-3X0.....\$22. pr.
1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.
16" WHEEL TRIM RINGS-TR-16S.....\$89./SET of 4
1937 or 38 HOOD ORNAMENT.....HO-3X.....\$75.



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- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



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